TALK ABOUT THE VICTORY OF WINGED FOOT.

SOME CHANGES NECESSARY-COMMENTS OF A VETERAN TURFMAN.

Winged Foot won a decisive victory in the race for the Great Trial Stakes on Saturday. McCafferty won so easily at the finish with her that there are no excuses left for the owners of the beaten horses. Prejudiced persons may attempt to detract from Winged Foot's victory by asserting that there are no two-year-olds out this year with any pretensions to class. Such statements are absurd in the ex-treme. The trials of the candidates before the race run in fast time and in reality excelled the trials of the candidates of former years who were halted as first-class racers in their respective years. If Don de Oro had won the race he would have been placed upon so high a plane by some of the incensethat the two-year-olds of former years would appear as mere selling-platers in the eyes of the inexperienced followers of the turf. Ornament proved himself to be a colt of sterling worth by his ecord made in hard-fought, flercely contested races. He ran as "game and true" as possible in the race on Saturday. The pace was superlatively fast from flagfall to finish. Rhodesia and The Friar are extremely speedy youngsters, yet Ornament passed them nearly a quarter of a mile from the finish, only be passed in turn by Winged Foot, who won the race with amazing ease in record time for the Great Trial Stakes, 1:101-5. Time may be no test, but it is safe to say that the time made in Saturday's race was the result of extreme speed and a heart-breaking pace from post to finish; consequently any atnce on Saturday is a reflection upon the intelligence

John J. McCafferty may not be so popular as some other horse-owners. The horses in his stable may be difficult to train, and may run in a manner that, to say the least, is peculiar; but Winged Foot on Satirday raced as truly and honestly and won the Great Trial with as much ease as any of the great two-year-olds of the past gained their viotories on When racing comparisons are made with former years, the time test compares favorably with former years. The racing itself has completely demoralized the rank and file of racegoers. Distrust of certain owners, trainers and jockeys is almost unanimous among the racegoing public. The stewards are hard at work making investigations and have refused the entries of Charles Lohmann & Co. What the public wants to know is: "Who is Loh-mann & Co?"

jockeys, racegoers ask. Some of them are wholly discredited by both the layers and takers of odds; by the former because they know these jockeys, and by the latter because they are fully convinced that they have been plundered time and again by certain of these rascals. There is a determined effort being made to in-

re George E. Smith ("Pittsburg Phil") by covert insimuations and by a combination of jockeys, who dislike his fearless method of saying what he thinks about races that have an extremely suspicious appearance to everybody except a chosen shrewdest, far-seeing, quick-witted racing exin this country. His losses this year have een enormous, yet there seems to be a concerted fort to spread false reports about his betting. William Smith, who had Paladin in his stable

few days at Morris Park, was highly indigudience distinctly of his own class. Now, it is escalling and talk harshly about them for criticising the vagaries of form at the Sheepshead Bay meet-If some of the mildest expressions used by own turfmen about some of the races last vely time for the stewards, if the turfmen's

HE IS AN ANTI-CIGARETTE FIEND. show how absurd some of the racegoers are

ent antipathy for one of the racing officials to he smokes cigarettes. Horse-owners do not running of the horses as they do to the fact tainly leading them into bankruptcy. The expenses of a racing stable have been materially increased by charging a rent for stables, high entrance fees and practically racing for money contributed by the horse-owners themselves. Michael F. Dwyer suggests that guaranteed stakes be abolished, and that the racing associations add definite amounts to the stakes, and that a lower rate of entrances should be charged to race for overnight races. Mr. Dwyer reflects the opinions of nearly every prominent horse-owner, but the racing associations do not take kindly to a return to the old methods. The forfeit list is a long one, and is pointed out as a drawback to a return to the plan of adding money to stakes by racetrack shareholders. It is to the desire of the racing associations to make certain stakes appear to have an immense value that the long list of forfeits is attributable. David Gideon and James R. Keone hold thousands of dollars in worthless forfeits.

All that is required to make the stakes to which a definite amount is added a success is to compel horse-owners who enter horses in them to send the entrance money with their nominations, making entries void in case they fail to do so. If entries are accepted without the money accompanying them, then the Jockey Club should compel the association accepting them to pay the forfeits of delinquents to the owners of the winners of the stakes in cash, and the burden of collecting them should rest with the association.

VIEWED WITH, ALARM.

'August Belmont's departure for England and the of a racing stable have been materially increased

August Belmont's departure for England and the fact that he intends to race in that country is viewed with alarm by many of the owners of small stables. Some intelligent horse-owners who that men of moderate means on the turf should not permit themselves to be deceived by promises, but should be watchful and alert, and not over-burden themselves with the cast-offs from the

but should be watchful and alert, and not overburden themselves with the cast-offs from the stables of men who desire to gace in England. There is a dearth of good horses in this country; hence it is not conductve to the interests of racing to ship them abroud.

Enoch Wishard has been diverting the attention of horsemen to England by the frequent victories of his horses at the English meetings. The average American horse-owner believes that Wishard has given the Americans a line on both the English horses and the trainers.

Wishard did not engage any English talent; neither did John Huggins; consequently there is likely to be an extensive invasion of the English turf next year by Americans.

Moreover, the owners of thoroughbreds are alarmed at the high prices of hay. The hay crop has been a failure in many hay-raising regions, and as the thoroughbred requires the best quality of hay, the expenses of the racing stables in this neighborhood are likely to be largely increased this year. The intense desire of many persons associated with racing to imitate the English customs does not appear to affect the racing programmes. There are too many races for feather-weights. If two-thirds of the selling races were arranged so that high weights were the rule and not the exception, there would not be so much "in and out" racing. Garrison gave an exhibition of jockeyship in Saturday that should cause the racing officials amend the conditions of a majority of the races of that jockeys who weigh lis pounds and upward sould ride frequently. In regard to the handicaps, the public has no faith in them. There should be non Forgets in handicapping. Weight-for-age races should be restored to the programmes, and all horses should be handicapped at weight for age with ten pounds extra, until their true form is exposed in a weight-for-age race.

Up to date the racing over obstacles has not been a glittering success at the Jockey Club tracks, the public has no faith in them. There should be non Forgets in handicapped at weight for age r

LARGER PRIZE NECESSARY.

for the Sheepshead Bay fall meeting by adding a comparatively small amount for a great three-year-old race. The owners of three of the prominent three-year-olds have said that they do not intend to enter their horses, as they believe the to enter their horses, as they believe that at least \$16,000 should be added to the race, and that \$15,000 would be nearer the mark. It is great stakes that would be nearer the mark. It is great stakes that have caused racing to deteriorate. But this is a case where the money is added by the Concy Island Jockey Club, which offers \$7,500 to be run for. The starting money is \$500 each, hence the owners of three-year-olds have a chance to receive 15 to 1 for their money. Requital, Prince Lief, Ben Brush, Handspring, Ben Eder, One 1 Love and Hastings should certainly attract one of the largest crowds ever assembled on a racetrack, if all of them were to start in a race.

Of all the men associated with racing, the breeders believe that all the real hardships caused by a desire to improve the blood horse of America have fallen upon them. One breeder is anxious to sell sixty broodmares wing foals by their sides for \$10,000. Kentucky breeders with the state of the state of the stress and dams of the famous bluegrass re-

gion of Kentucky knocked down for \$25 each. When the auctioneer proposed to bunch the yearlings and sell them in job lots of three or four at a time, one of the breeders gasped for breath and swore that in the future he would give his undivided attention to breeding mules. The yearlings bred in New-Jersey which have been sold compared favorably with the Kentucky, Tennessee and California bred youngsters that have gone under the hammer up to date. The breeders, however, are losing money, and every indication points to a vast reduction on many of the breeding farms in the number of the so-called sires and matrons, who are really a detriment to the turf.

AMERICAN YACHT CLUB REGATTA. LIST OF THE ENTRIES FOR THE RACES OFF MILTON POINT THIS MORNING.

The American Yacht Club will hold their annual regatta to-day off Milton Point, starting at 11:30 a. m. Floats flying the club flags will be used to mark the starting and finishing lines. The special 30-foot and 21-foot class races will be sailed under the Larchmont rules, and the half-rater class race under the Seawanhaka rules. The rules of the Yacht Region Living will square all offset class. Yacht Racing Union will govern all other classes. Following are the entries:

Schooners all in one cless-Colonia, Elsemarie and

Schooners all in one cless—Colonia, Elsemarie and Ariel.
Sloops, 60-foot—Wasp.
Sloops, 50-foot—Liris.
Sloops, 50-foot—Liris.
Sloops, 30-foot—Ninta, Feyden and Norota.
Sloops, 30-foot—Ninta, Feyden and Gavilan.
Sloops, 30-foot—Secret, Quantuck and Gannet.
Sloops, 15-foot—Her.
Cabin cat, 30-foot—Canaway, Oconee, Molly Bawn and Voisuns.
Cabin cat, 30-foot—Ethel. Kerrah, Presto, Caper, Mary II, Jonquil and Weisel.
Open cat, 30-foot—Fugitive.
Open cat, 30-foot—Fugitive.
Open cat, 20-foot—Ione, Ledy Ellen, Chippie, Brant, Dorothy and Caprice.
Open jib and mainsail—E. Z. Sloat and Zetes.
Thirty-foot special—Wawa, Musme, Departure, Hera, Mai, Asahl, Esferanza, Carolina, Argonaut and Raccoon.
Twenty-one-foot special—Celia, Vaquero, Houri and Shrimp.
Half-rater class—Monsoon, Triiby, Paprika, Ideai, Hope and Question.

REAL ESTATE.

BUSINESS IN THE FIELD.

There were no points of striking interest in the talk of midsummer dulness. Transactions reached their lowest total for the year thus far. This is to be expected on Fourth of July week, although fions are reported from brokers.

Many well-known brokers and operators went to

Europe or elsewhere for vacation last week. The majority of them, however, keep in close touch paign are being carefully laid out. There have been rumors affoat, as is usual at this

season of the year, and denials of the truth of them have followed hard upon the rumors. John Jacob Astor has been talked about so much of late in real estate circles that the old report that he was to build a theatre got abroad again. All foundation for the story in fact was denied by Mr. some four years ago-it is learned, Mr. Astor con-templated the erection of a theatre at Fifth-ave. subsequently there was talk that the hotel would

Now that the St. James Hotel is closed, it is expected that the negotiations for the purchase of the property by the much-talked-of Philadelphia syndicate will be speedily brought to a conclusion. some real estate men are sceptical as to the whole ction. Edward W. Milligan, the agent of the Spofford estate, insists, however, that the matter

The work of tearing down the old buildings be tween Broadway and Sixth-ave, and Thirty-sixth and Thirty-seventh sts. for the proposed Herald Square Hotel is well under way. Arrangements were made last week for taking up the leases of all the sub-tenants but one in Thirty-sixth-st., so that a clear field will be afforded by August 1, except possibly as to the liquor place at Sixth-ave. and

Thirty-sixth-st.
Fourth of July sales seem to have nearly passed out of observance. Time was when they were com-mon. There was only one on last Saturday. The auctioneer was Philip A. Smyth, who offered for sale on the premises 112 lots at Edgemere, Long Island, between Arverne and Wave Crest. Buyers were under restrictions to purchase at least four lots each, and build no more than one building to each 100 feet frontage. The sale was fairly satis-

United Club Building has been opened in Lower Broadway, it is held by good judges that much time, energy and perseverance will be necessary to raise the large amount of money required for this undertaking. A site near Forty-second-st. and

Broadway is talked of. The first lease in the new St. Paul Building, at Broadway and Ann-st., was made last week by Richard V. Harnett & Co. to the New-England Mutual Life Insurance Company, which will oc-cupy the fourth floor. The lease is to date from

Mutual Life Insurance Company, which will occupy the fourth floor. The lease is to date from January 1 next, when it is expected the twenty-five-story structure will be ready for occupancy. Leading real estate men say that they are not bothered by the "Presidential year" question. Yet they are all anxious to have the tarriff and the financial issue settled. Sentiment in favor of Major McKinley is steadily growing among real estate men, especially as the silver agitation in the Democratic party is being developed.

Some shrewd real estate men are looking eastward from the Bowery. Their attention is directed to the coming new East River Bridge, and especially to its approaches at Delancey and Norfolk sts. The proposed widening of streets with projected, enlarged avenues from the Bridge landing to the Bowery has led to much speculation as to the extent of the favorable effect which all this will have on property in the district directly affected.

Among the auction saies announced for the week is a foreclosure sale to-morrow at No. 111 Broadward by William Kennelly of the property at No. 354 Bleecker-st. No. 114 West Sixty-ninth-st., a basement and four-story brownstone dwelling, will also be sold. Mr. Kennelly will sell on the premises, on the same day, twenty plots at and adjacent to the northeast corner of Church-st. and Cedar Road, New-Rochelle.

On Wednesday Mr. Kennelly will offer at the same place No. 57 to 63 East One-hundred-and-third-st. (the-estory brownstone flathouses; Nos. 413 and 415 East. One-hundred-and-twenty-fourth-st. and No. 187 St. Nicholas-ave.

James L. Wells on Thursday will put up for sale twenty-one lots of the Arden property at Williams-bridge. The New Villa at Fordham, containing more than six acres, will be offered on the same day by Hall J. How & Co. James L. Wells will sell on the premises on the same day property in Catharine-st., East Chester.

Friday's sales will present a foreclosure offering by William Kennelly of the property at Nos. 322 and 334 East Ninety-eighth-st. and of a

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FROM GRAND CENTRAL STATION, 42D STREET.
7:50 A. M.—Except Sunday. For Adirondack Mountains, Thousand Islands and Montreal.
8:50 A. M.—Except Sunday, Empire State Express:
Fastest train in the world, Stops at Albany, Utlca,
Syracuse and Rochester. Due Buffalo 4:45 p. m.,
Niagara Falls 5:55 p. m. This train is limited to

9:80 A. M.—Daily, Fast Mail for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Chicago, 9:40 A. M.—Except Sunday, For Catskill Mountains, Saratoga, Lake George, Green Mountains and Montreal treal.

10:80 A. M.—Except Sunday. Day Express. For Catskill Mountains, Richfield Springs and all important New-

Saratoga, Lake George, Green assuments.

10:20 A. M.—Except Sunday, Day Express. For Catskill Mountains, Richfield Springs and all important New-York State points.

1:00 P. M.—Daily, Southwestern Limited. For Columbus, Cincinnati, Indiarapolis and St. Louis. Stops at Poughkeepsie, Albany, Utica, Syracuse, Rochester and Buffalo.

1:00 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie, Albany, Schenectady, Utica, Syracuse, Rochester and Buffalo.

1:40 P. M.—Saratoga, Lake George and Catskill Mountains Limited. This train will run Friday, July 3d, Saturday, July 11th, and thereafter Saturdays only. Buffet drawing-room cars.

8:30 P. M.—Except Synday. West Point, Poughkeepsie, Catskill Mountains, Albany. Troy, Saratoga.

4:30 P. M.—Except Synday. West Point, Poughkeepsie, Catskill Mountains, Albany. Troy, Saratoga.

6:00 P. M.—Daily. North Shore Limited. Due Detroit S.20 a. m. Chicago 4:30 p. m. Stops at Albany. Utica and Syracuse.

6:00 P. M.—Daily. For Albany. Troy, Utica, Syracuse, Buffalo, Nisgare Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, St. Louis.

6:25 P. M.—Daily. Saranac Late, Lake Flacid and Adrondack resorts south of Lake Clear, Saratoga, St. Albans and Ottawa.

7:100 P. M.—Daily. For Adfrondack resorts north of Lake Clear, Saratoga, St. Albans and Montreal. Friducy Sonly. Fullon Chain.

7:30 P. M.—Daily. For Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, Cincinnati, St. Louis, Chicago, Stops at Poughkeepsie, Albany and Utica.

9:10 P. M.—Daily. For Syracuse, Oswego, Watertown, Cape Vincent, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; except Saturday, for Sunday night. Sunday night, except Sunday night. Sunday nights, Gloversville and Chicago sleepers leave on 6:15 p. m. train.

10:10 P. M.—Daily. For Syracuse, Oswego, Watertown, Cape Vincent, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; except Saturday, for Sunday night. Sunday night, except Sunday night, except Sunday night, except Sunday night, excep

NEW-YORK, ONTARIO & WESTERN R'Y

Trains leave foot of West 42d St. as follows (13 minutes earlier from Franklin St.):

7:555 A. M., for West Cornwall, Orr's Mills, Lakes Mohonk and Minnewaska, Middletown, Bloominghurgh, Ellenville, Fallsburgh, Hurleyville, Lake Klamesha, Liberty, Semanton, Walton, Delhi, Sidney, Norwich, Utica, Oneida, Fulton, Cowago.

8:15 A. M., for Campbell Hall, Middletown, Bloomingburgh, Wurtsboro, Ellenville, Mountain Isle, Centreville, Fallsburgh, Lake Klamesha, Hurleyville, Liberty Falls, Liberty, White Lake, T:45 P. M., (Saturdays only), for Middletown, Bloomingburgh, Wurtsboro, Flienville, Mountain Isle, Centreville, Fallsburgh, Lake Klamesha, Hurleyville, Liberty Falls, Liberty, White Lake, Parksville, Livingston Manor, Rockland.

Falls, Liberty, White Lake, Parksville, Livingston Manor, Rockland.

3:15 P. M., for Campbell Hall, Lakes Mohonk and Minnewaska, Middletown, Bloomingburgh, Wurtshoro, Ellenville, Mountain Dale, Centreville, Fallsburgh, Lake Kiamesha, Hurleyville, Liberty Falls, Liberty, White Lake, Parksville, Livingston Manor, Rockland.

4:30 P. M., (Dally), for Campbell Hall, Middletown, Liberty, Livingston Manor, Walton, Debh, Sidney, Norwich, Randalisville, Oneida, Fulton, Oswego, Niagara Falls, and points West, Fullman Sleeping Car; Reclining Chair Car, seats free to Niagara Falls.

5:15 P. M., for West Cornwall, Orr's Mills, Meadow Brook, Burnside, Campbell, Hall, Stony Ford, Crystal Run, Middletown, Winterton, Bloomingburgh, Wurtsboro, Ellenville. Tickets and Pullman seats at 271 Broadway, N. Y. J. C. ANDERSON, G. P. A., 56 Beaver St., N. Y.

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ERIE RAILROAD

7:30 P. M.—Buffato and Cleveland Vestibuled Express Daily, arrives Buffato 7:15 A. M., Bradford 7:15 A. M., Jamestown 6:55 A. M., Cleveland 1:15 P. M. Sleepers to Buffato and Cleveland, making direct connections for Detroit, Chicago and the West.

8:45 P. M.—Via Chautauqua Lake and Niacara Falis Daily, Solid train to Chicago, Sleepers to Buffato, Chicago and Cincinnati, Dining Car.

Tickets, Local Time Caribs And 19th Law 13:6 East 125th st. and 61 West 125th-st. Chambers and Vest 23d-st, ferries, New-York, 333 and 728 Fuiton-st, 196 Eroadway, Brooklyn, 209 Hudson-st, Hoboken, and Dersey City Station. Westcott Express calls for and checks baggage from botels and residences to destination.

LEHIGH VALLEY RAILROAD.

Stations foot of Cortlandt and Desbrosses ats, 6:40 A. M. daily (Sundays, 7:00 A. M.) for MAUCH G:40 A. M. dady (Sundays, 7100 A. M.) for MAUCH CHUNK and intermediate stations. 8:15 A. M. daily for ITHACA, GENEVA, ROCHES-TER, BUFFALO, NIAGARA FALLS, SISPENSION BRIDGE, and the West, and principal local points, dining-car to Suspension Bridge; Fullman Vestibule Sleeper to Chirago, 11 HO A. M. daily, except Sunday, for MAUCH HINK and intermediate points. Connections for Reading and Harrishurz. 12:00 noon daily, except Sunday.

arrives Buffalo 10 P. M. Through car to Rochester, Fullman Vestibuled. Day Coaches and Parlor-Car. Dining-Car Service. Meals a la carte.

12:40 P. M. daily, except Sunday, for L. & B. Junction and intermediate points.

1:60 P. M. daily, except Sunday, for L. & B. Junct. and all intermediate stations. Chair-cars to Wilkesbarre.

3:80 P. M. (Sundays only), for Mauch Chunk and Hazlston, and all intermediate stations.

4:10 P. M. daily, except Sunday, for L. & B. JUNC-TION and principal intermediate stations; Puliman buffet parlor-car to Wilkesbarre; connecting for Pottsville.

5:15 P. M. daily, for Buston and intermediate stations. Chair car to Easton.

6:10 P. M. daily, for Buston and intermediate stations. Chair car to Easton.

6:10 P. M. daily, for Buston and intermediate stations. Chair car to Easton.

6:10 P. M. daily, for Buston and and Toronto. Connections for Reading and Harrisburg.

10:60 P. M. daily for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALIS, and all points West. Pullman Sieeper to Chicago and Buffalo. Chair-car to Wilkesbarre.

10:60 P. M. daily, except Sunday, for EASTON and intermediate points.

11:60 P. M. daily, except Sunday, for BOUND Additional intermediate points.

11:60 P. M. daily, except Sunday, for BOUND DIROR for M. M. 2:30 P. M., 4:20 P. M. and 6:30 P. M. Addition of the mediate points, leave as follows: 8:00 BIROR and England Sunday, N. Y. 880 Fullon St. 4 Court St. 98 Broad-way, N. Y. 880 Fullon St. 4 Court St. 98 Broad-way, N. Y. 880 Fullon St. 4 Court St. 98 Broad-way, at Brooklyn Annex, Brooklyn.

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3.30 A. M. Daily. Local to Buffalo. Sleeping car, New York to Bloomville, Sundays only; can be occupied P. M. Daily. Local to Albany, for Catskill Mountains and Saratoga, Parlor car to Albany, Sundays only, 115 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niggara Falla, Toledo, Cleveland, Chicago, Parlor and Syracuse, Expense, Parlor of M. Daily, except Sunday, to Bloomville, and Latskill Mountains, New Paitz, Lakes Mohonk and Minnewaska, Parlor Cars to Hobart and New Paitz. B. 11.55 A. M. Daily, except Sunday, to Catskill Mountains, New Paitz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George, Parlor cars to Hobart and Minnewaska, Albany, Saratoga, Caldwell, Lake George, Parlor cars to Hobart and Minnewaska, Parlor car stached.

1.15 P. M. Saturdays only, Haif-Holiday Special to Catskill Mountains. Parlor car attached.

2.45 P. M. Daily, except Sunday, to Catskill Mountains, New Paitz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Parlor car attached to Hobart and Saratoga.

tains. New Paitz, Lakes Mohonk and Minnewaska, Albany, Saratoga. Parior car attached to Hobart and Saratoga.

C.—4.00 P. M. Daily for Albany, Montreal Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

6.30 P. M. Daily, except Sunday, for Albany to Montreal.

7.45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester, and Montreal. Sieeping car Albany to Montreal.

7.45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester and Buffalo.

8.15 P. M. Daily of Albany, Utica, Syracuse, Rochester, Huffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

A & C.—Leaves Brooklyn by Annex: Alo 15, Hi0.46 A. A. C.—Leaves Brooklyn by Annex: Alo 15, Hi0.46 A. M. C.3.65 P. M. Jersey City, P. R. R. Station, Alo.40, Bil.20, C3.28 P. M.

For tickets, time tables, parlor and sleeping-car accommodations apply city offices, Hrocklyn and New York, and at stations. Time tables at principal hotels. For other information address.

C. E. LAMBERT, General Passenger Agent, C. E. LAMBERT, General Passenger Agent, C. E. LAMBERT, General Passenger Agent, 2d door north of 3lst-st., until 9 o'clock p. m., advertisements received at the Uptown Office, No. 1.242 Broadway, 2d door north of 3lst-st., until 9 o'clock p. m., advertisements received at the Ollowing branch offices at regular office rates until 8 o'clock p. m., viz. 254 8th-ave., 2 cc. 234-st., 152 6th-ave., a. c. cc. 234-st., a. c. 2562 3d-ave., a. c. 34 6th-ave., 152 5th-ave., a. c. 2562 3d-ave., a. c. 34 6th-ave., 125 5th-ave., 125 5th-ave., 125 5th-ave., 125 5th-ave., 125 5th-a

CENTRAL RAILROAD OF NEW JERSEY

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On and after June 28, 1890,
Trains leave station foot of Liberty St.
For Easton. Bethleham, Allentown, Mauch Chunk, &c.,
4:30, 7:15, 9:10 (11:45 to Easton) A. M., 1:10, 1:30, 4:15
(4:30 to Easton), 5:45, 7:30 to Allentown, P. M. Sundays,
4:30 (7:15 to Easton), A. M., 1:30, 5:30, 6:50 P. M.
For Wilkesbarre, Pittston and Seranton, 9:10 A. M.,
1:10, 1:30, 4:15 P. M. Sundays, 4:30 A. M.
1:10, 1:30, 4:15 P. M. Sundays, 4:30 A. M.
1:10, 1:30, 4:30, 5:00, 5:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 2:00, 5:30, 6:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:10, 2:00, 5:30, 6:00 P. M., 12:15 night.
For Harrisburg at 4:30, 8:00, 9:10, 11:30 A. M., 1:10, 1:30, 4:0, 5:00, 5:45 P. M., 12:15 night. Sundays, 4:30
A. M., 1:00, 8:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg and Williamsport, at 4:50, 8:00, 9:10 A. M., 1:10, 1:30, 9:00 P. M. Sundays, 4:30 A. M.,
8:00 P. M.

ALL-RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:30, 11:30
A. M. (1:90 Saturdays only), 1:30, 2:15, 3:20, 4:30 (4:30
A. M. (1:90 Saturdays only), 1:30, 2:15, 3:20, 4:00 (4:30
Baturdays only, to Asbury Park and Ocean Grove), P. M. Sundays (stop at Interlaken for Asbury Park and Ocean Grove), 9:15 A. M., 1:30, 4:00 P. M.
For Lakewood, Toma River, Barnegat Park and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M.
For Atlantic City, Vineland and Bridgeton, 4:30 A. M., 1:30 P. M.
For Mommouth Beach, Seabright and Highlands of Navesink, 4:30, 8:30, 11:30 A. M., 1:30, 4:45, 6:15 P. M. Sundays, 9:15 A. M., 4:00 F. M.

SANDY HOOK ROUTE.

POR LONG BRANCH, OCEAN GROVE, &c.
Prom Pier S, N. R., foot of Rector-st.
For Atlantic Highlands, Highland Beach, Normandie,
Rumson Beach, Seabright, Monmouth Heach and Long
Branch at 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30,
Ear Elberon, Asbury Park, Ocean Grove and points
south to Point Piessant, 11:00 A. M., 1:00, 0:200, 3:45, 4:30,
5:30 P. M. Sundays (stop at Interlaken for Asbury Park
and Ocean Grove), 1:00 P. M.
For Lakewood, Toms River and Barnegat, 4:30 A. M.,
1:00, 3:45 P. M. For Lakewood, Toms River and Barnegat, 4:30 A. M., 500, 3:45 F. M. Atlantic City, Vineland and Bridgeton, 4:30 A. M., 1:00

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Tickets and narior car seats can be procured at foot of Liberty-st. 113, 172, 201, 415, 944, 1.140, 1.323 Broadway, Talis St., 260 F. M., 12:15 Columbus Ave., New-York, 4 Court St., 800 F. M., 12:15 Columbus Ave., New-York, 4 Court St., 800 F. M., 12:15 Columbus Ave., New-York, 4 Court St., 800 F. M., 12:15 Columbus Ave., New-York, 4 Court St., 800 F. M., 12:16 Flank, 4:20, 5:00 (Buffet Mark), 13:16 (except Red Bank), 4:20, 5:10 (except Red Bank), 4

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10.00 A. M. PAST LINE.—Parloy Car to Pittsburg.

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2.00 P. M., CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Dining Cars to St. Louis, Louisville as Chicago, Arrive Cincinnati 10.45 A. M., St. Louis P. M., Chicago 5.15 P. M.

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and everything in confectionery, city only call Mrs. JUDGE, 206 East 63d-64.

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